

## PART 2. SIGNS

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### CHAPTER 2A. GENERAL

#### Section 2A.06 Design of Signs

*Delete the third paragraph under the first Support subsection.*

*Add the following at the end of the Standard subsection:*

**Specific sign designs are provided in the *Alaska Sign Design Specifications (ASDS)*, latest edition. The material specifications for traffic control devices for use on DOT&PF-owned roads are specified in the *Alaska DOT&PF Standard Specifications for Highway Construction*, latest edition.**

**Signs not shown in the ASDS or specified in the ATM shall be used only after completing the process described under Section 1A.1 (B.), except for custom text-only signs for temporary traffic control zones, or in temporary emergency situations.**

#### Section 2A.12 Dimensions

*Delete the first Support and Standard subsections and insert the following:*

**Standard:**

**The sizes of signs to be used on all classes of highways in Alaska shall be as specified in the ASDS, latest edition. Roadway classes for purposes of sign size specification are as follows:**

***Table 2A-100 Roadway Classes***

Roadway Class	Definition
Bike	Signs intended for the exclusive use by bicyclists
Minimum	Local roads (as defined by AASHTO) with no more than one lane in each direction and speed limits of 25 mph or less
Conventional	Streets or highways other than freeways, expressways, and roads that fall under the Minimum class above
Expressway	Divided highways with partial control of access
Freeway	Divided highways with full control of access
Oversized	Where special emphasis is needed

### **Section 2A.13     Symbols**

*Insert the following at the end of the section:*

**Guidance:**

Whenever the ATM allows a choice of symbols or words to convey a sign message, the symbol should be used. As older signs are replaced under routine maintenance operations, symbol signs should be installed.

### **Section 2A.14     Word Messages**

*Delete the last Option subsection and insert the following:*

**Standard:**

**Unless otherwise shown in the ASDS, word messages on guide signs shall be composed of a combination of lower-case letters with an initial upper-case letter.**

### **Section 2A.16     Standardization of Location**

*Add the following at the end of the section:*

**Standard:**

**See Section 2A.100, for order of priority for sign installation.**

### **Section 2A.18     Mounting Height**

*Delete the first paragraph of the Standard subsection and insert the following:*

**Signs installed at the side of the road in rural districts shall be at least 7 feet, measured from the bottom of the sign to the near edge of the pavement.**

*Delete the third paragraph of the Standard subsection and insert the following:*

**Overhead signs, not including signs on traffic signal mast arms, shall provide a vertical clearance of not less than 18.5 feet to the sign, light fixture, or sign bridge, over the entire width of the pavement and shoulders except when mounted on a structure with less clearance. Where clearance is restricted to less than 18.5 feet by the structure a sign is mounted on, the sign shall be mounted as low as is practical without further restricting clearance. Signs mounted on traffic signal mast arms shall provide a vertical clearance of not less than 17.5 feet.**

## **Section 2A.21     Orientation**

*Add the following paragraphs at the end of the Guidance subsection:*

The face of all overhead signs should be tilted at least 3 degrees downward to reduce the amount of dirt, dust, snow, and bird droppings that would otherwise build up on the face of a sign.

Parking signs are excepted from being mounted at right angles to the direction of the traffic they serve.

## **Section 2A.24     Wrong Way Traffic Control**

*Add the following at the end of the section:*

Support:

More information is available in the following sections: 2B.29, 2B.30, and 2E.50 of the MUTCD.

## **Section 2A.100     Directional and Service Signing**

*This is a new section. There is no corresponding section in the MUTCD.*

*Section 2A.25 through 2A.99 are reserved for future MUTCD use.*

Support:

Table 2A-101 provides a quick reference summary of the signs used in Alaska to direct travelers to roads, destinations, and services.

### **Standard:**

**When signs compete for roadside space, place those with the highest priority, as shown in Table 2A-101, first.**

**Only permanent signs have been prioritized. Place Construction Warning signs where they do not interfere with permanent signs, where possible.**

**Reference the Alaska Administrative Code (AAC) for information about all signs that have an AAC reference listed under the “Regulation” column. Regulation information is not duplicated in this publication.**

**Table 2A-101 Summary of Directional / Service Signs**

Sign Type	Sign No(s) from ASDS	Purpose	Color	Priority *	Applicable References			Allowed on Expwy or Fwy?	Permit Available ?	Remarks
					Regulation	ATM Supplement	MUTCD			
Guide, Conventional Roads	D1 to D11 excluding signs below	Direction to roads and destinations	White on Green	4	n/a	2D	2D	No	No	
Guide, Freeway & Expwy	E1 to E11	Direction to roads and destinations	White on Green	4	n/a	2E	2E	Yes	No	
General Service	D9-1 to D9-308	Direction to generic services	White on Blue	5	n/a	2D.44, 2E.51	2D.44, 2E.51	Expy OK Fwy No	No	
General Information	I-1 to I-181	Identification of roadside points of Interest	White on Blue	6	n/a	2D.47	2D.47	Yes	No	
RCIA	D7-1 to D7-105	Direction to recreational or cultural points of interest	White on Brown	7	17 AAC 60.201 to .215	n/a	2H	Yes	Yes	See regulation for permit requirements
Community Service	D9-204	Direction to communities and identification of services	White on Blue	8	n/a	2D-100a	n/a	Yes	No	May be installed where TODS, RCIA, or LOGO signs are too numerous
Specific Service - LOGO	LG-C1 to LG-G3	Direction to services identified by business symbol or name	White on Blue	9	17 AAC 60.101 to .120	n/a	2F	Yes	Yes	See regulation for permit requirements
Tourist Oriented Directional Signs (TODS)	D9-205	Direction to businesses identified by business name	White on Blue	10	17 AAC 60.001 to .020	n/a	2G	No	Yes	See regulation for permit requirements
Traveler Information Kiosks (not traffic control devices)	n/a	Direction to community services (signs not visible from road)	No sign color specified	n/a	17 AAC 60.401 to .420	n/a	n/a	In turnouts only	Yes	See reg. for permit rqmts. May be installed where TODS, RCIA, or LOGO signs are too numerous.

\* Priorities shown in the table begin with Priority #4 because regulatory, warning, and school signs (not shown in table) have the top three priorities, not necessarily in that order. Sign precedence for regulatory, warning, and school signs shall be determined based on the specifics of each case.

## CHAPTER 2B. REGULATORY SIGNS

### Section 2B.03     Size of Regulatory Signs

*Delete the words “Table 2B-1” and insert the words “the ASDS” in the first sentence of the Standard subsection.*

*Delete Table 2B-1. Regulatory Sign Sizes (Sheets 1 through 4).*

### Section 2B.06     Stop Sign Placement

*Insert the following paragraphs at the end of the section.*

Option:

STREET NAME (D3-1) signs and ONE WAY (Arrow) (R6-1) signs may be mounted on the same post above a STOP (R1-1) sign to conserve space and reduce the number of posts at urban intersections. The DO NOT ENTER (R5-1) sign may be mounted back-to-back to a STOP (R1-1) sign (see below). No other signs may be installed on the same post unless permitted in other sections of the ATM.

Guidance:

In locations such as off-ramp intersections or one-way streets where the DO NOT ENTER (R5-1) sign is installed back-to-back with a STOP (R1-1) sign, the dimensions of the R5-1 sign should be less than that of the R1-1 sign so as not to hide the shape of the R1-1 sign.

### Section 2B.10     YIELD Sign Placement

*Insert at the end of the section:*

Option:

STREET NAME (D3-1) signs and ONE WAY (Arrow) (R6-1) signs may be mounted on the same post above a YIELD (R1-2) sign to conserve space and reduce the number of posts at urban intersections. No other signs may be installed on the same post unless permitted in other sections of the ATM.

### Section 2B.11     Speed Limit Sign (R2-1)

*Add the following to the start of the first Standard subsection:*

**Speed limits on state highways shall be set following DOT&PF Procedure 05.05.020 PDR.**

**Section 2B.13     Night Speed Limit Sign (R2-3)**

*Delete the wording in this section and insert the following:*

**Standard:**

**Night Speed Limit signs shall not be used in Alaska.**

**Section 2B.26     SLOWER TRAFFIC KEEP RIGHT Sign (R4-3)**

*Add the following to the end of the Guidance subsection:*

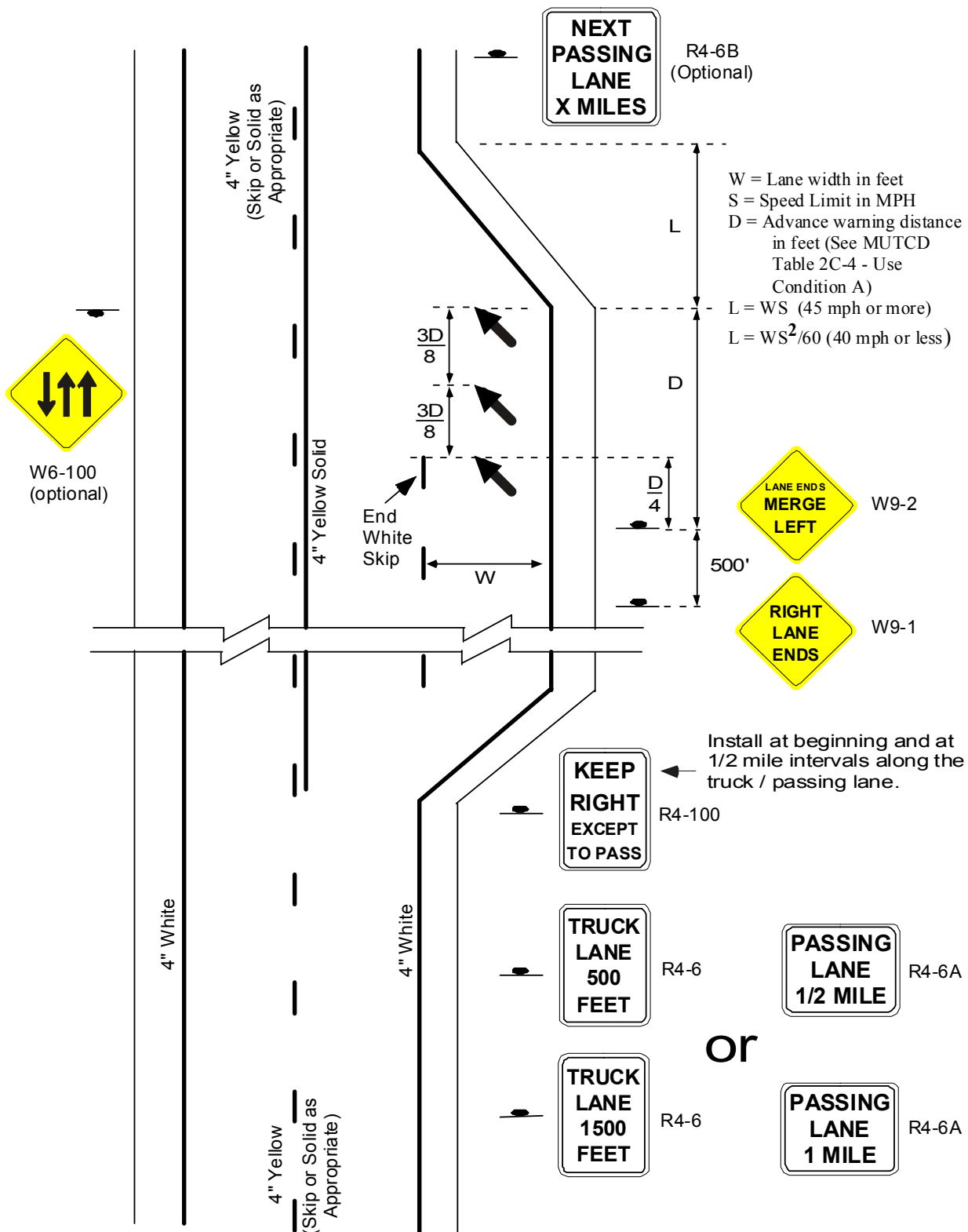
Signs and pavement markings for climbing and passing lanes should be installed as shown in Figure 2B-24 of the *Alaska Traffic Manual Supplement*.

**Section 2B.27     SLOW MOVING TRAFFIC LANE Signs (R4-5 and R4-6)**

*Add the following at the end of the section:*

**Guidance:**

Signs and pavement markings for climbing and passing lanes should be installed as shown in Figure 2B-24 of the *Alaska Traffic Manual Supplement*.



**Figure 2B-100**  
**Typical Signing/Striping**  
**for Truck/Passing Lanes**

## **Section 2B.29     DO NOT ENTER Sign (R5-1)**

*Insert the following paragraph at the end of the Guidance subsection:*

At locations where the DO NOT ENTER (R5-1) sign is installed back-to-back with a STOP (R1-1) sign, the dimensions of the R5-1 sign should be less than those of the R1-1 sign so as not to hide the shape of the R1-1 sign. See Section 2B.06 of the MUTCD.

## **Section 2B.31     Selective Exclusion Signs**

*Delete the first paragraph of the second Option subsection.*

*Delete C. from the Support subsection.*

*Insert the following subsections at the end of the section:*

### **Standard:**

**The COMMERCIAL VEHICLES EXCLUDED (R5-4) sign shall not be used in the State of Alaska.**

### **Option:**

When an R5-2 NO TRUCKS sign is used, it shall be installed in the far right position at the last intersection where trucks may turn to avoid the prohibited street. A supplemental R5-2 sign may be necessary on the left side of the restricted roadway if additional emphasis is needed.

### **Guidance:**

A TRUCK ROUTE (R14-1 series) sign should be installed on the right, 500 feet or one-half block (whichever is less) in advance of the intersection where commercial vehicles must turn to avoid entering a restricted section of roadway. The R14-1 series signs should also be used in the same manner as trail markers to guide the trucker along the truck route unless other signing gives sufficient direction.

If used, the VEHICLES WITH LUGS PROHIBITED (R5-5) sign should be used to designate areas where pavement damage has occurred or is likely to occur due to vehicles with lugs traversing the pavement. Install the sign on the right where a vehicle with lugs can leave the roadway before arriving at the paved roadway.



## **Section 2B.36     Placement of Parking, Stopping, and Standing Signs**

*Insert the following at the end of the section:*

Guidance:

NO STOPPING (R7S series) signs shall not be used in combination with NO PARKING (R7 series) signs in the same zone. They should be used only where the full roadway is required for moving traffic and where there is no shoulder area for stopping outside the traffic stream.

## **Section 2B.40     Traffic Signal Signs (R10-1 through R10-13)**

*Delete the first Option subsection and insert the following:*

Guidance:

R10-100 signs [(left-turn arrow) ONLY YIELD ON GREEN (symbolic green ball)] should be installed on signal mast arms at intersections with exclusive left turn lanes and protected-permitted left turn phasing.

Option:

R10-12 signs [LEFT TURN MUST YIELD ON GREEN (symbolic green ball)] may be installed on signal mast arms at intersections with shared left turn lanes and protected-permitted phasing.

A supplemental post-mounted R10-12 Sign [LEFT TURN MUST YIELD ON GREEN (symbolic green ball)] may be installed adjacent to or above the far left signal display at intersections with protected-permitted phasing.

*Delete the first sentence of the first Standard subsection and insert the following:*

**Traffic signal signs applicable to pedestrian actuation, with the exception of the R10-101, shall be mounted immediately above or incorporated in pedestrian pushbutton units (see Section 4E.07).**

*Add the following to the end of the first Standard subsection:*

### **E. Meaning of Pedestrian Indications (R10-101)**

*Add a new Guidance subsection after the first Standard subsection:*

Guidance:

When used, the R10-101, Meaning of Pedestrian Indications, sign should be placed above and centered between pedestrian pushbutton units.

*Delete the last paragraph of the second Guidance subsection.*

*Add the following to the third Option subsection:*

When right turn on red is permitted and pedestrian crosswalks are marked, a TURNING TRAFFIC MUST YIELD TO PEDESTRIANS (R10-15) sign may be used.

#### **Section 2B.43     Weight Limit Signs (R12-1 to R12-5)**

*Insert the following at the beginning of the section:*

Guidance:

Roadways, bridges, and other structures should be posted with signs R12-1 to R12-101 indicating the maximum safe sustainable loading to which they may be subjected if that loading is less than the maximum load allowed without a permit.

On state highways, bridge postings should be approved by the chief bridge engineer of the Alaska Department of Transportation and Public Facilities.

#### **Section 2B.44     Weigh Station Signs (R13 Series)**

*Delete the first Option subsection and insert the following:*

**Standard:**

The standard color of the ALL TRUCKS/COMMERCIAL VEHICLES/NEXT RIGHT (R13-1) sign shall be white lettering on a black background.

#### **Section 2B.51     Other Regulatory Signs**

*Add the following subsections to the end of the section:*

##### **Section 2B.51a     STUDDED TIRES PROHIBITED (R5-100)**

**Standard:**

The STUDDED TIRES PROHIBITED (R5-100) sign shall be installed on the right in conspicuous locations at major entrances to an area where a law, commissioner's order (AS 28.38.155), or local ordinance prohibits the use of studded tires.

##### **Section 2B.51b     NO STUDDED TIRES MAY 1 TO SEPT. 15 (APRIL 15 TO SEPT. 30) (R12-103)**

Option:

The NO STUDDERED TIRES MAY 1 TO SEPT. 15 (APRIL 15 TO SEPT. 30) (R12-103) sign may be installed on all highways in conspicuous locations. Use “MAY 1 to SEPT. 15” north of 60°N latitude and “APRIL 15 TO SEPT. 30” south of 60°N latitude, as per AS 28.35.155.

**Section 2B.51c    NO ROAD MAINTENANCE AFTER (date) Sign (R11-100)**

Guidance:

The NO ROAD MAINTENANCE AFTER (date) (R11-100) sign should be installed at the location where year-round maintenance ends.

**Standard:**

**In locations where the R11-100 signs are not permanently installed, signs shall be posted at least one month before the effective date.**

Option:

This sign may be installed on a Type III barricade in addition to being post-mounted on the right side of the roadway with the appropriate advance warning signs such as END MAINTENANCE 1000 FT. (W14-102) sign. An additional sign may be placed on the left where the roadway exceeds 40 feet in width.

**Section 2B-51d    LEGAL LIMIT (variable %) OF MAX AXLE LOAD Sign (R12-102)**

**Standard:**

**Temporary restriction signs reading LEGAL LIMIT (variable %) OF MAX. AXLE LOAD (R12-102) shall be posted on state highways during spring breakup or at any time when roadway conditions require restriction of weights. These signs shall be posted in conspicuous locations when so ordered by the regional director of operations after suitable public notice. These signs need not be posted on all the affected routes when the restrictions apply to an area.**

Option:

An AXLE WEIGHT LIMIT 5 TONS (variable weight) (R12-2) sign may be mounted under an R12-102 sign.

## **Section 2B.51e \$1000 FINE FOR LITTERING Sign (R16-106)**

Support:

Alaska Statutes, Section AS 46.06.100, state “The penalties for littering shall be posted along the public highways of the state, at visitor centers, at entrances to State Parks and recreational areas, at public beaches, and other publicly-owned areas that the Commissioner of Environmental Conservation determines necessary to accomplish the purposes of this chapter. The state agency or municipality responsible for litter removal from a public place shall post the notice required for this section.”

### **Standard:**

**The \$1000 FINE FOR LITTERING (R16-106) sign shall also be posted near the state boundary on each primary and secondary highway.**

## **Section 2B.51f No Shooting Signs (R16-104, R16-105)**

Option:

When used the NO SHOOTING FROM ROADWAY (R16-104) sign or NO SHOOTING WITHIN 1/4 MILE OF THE ROADWAY (R16-105) sign may be posted adjacent to the roadway where shooting on or near the roadway is a proven problem or is likely to occur.

## **Section 2B.51g Chains Required Signs (R12-104 through R12-107)**

### **Standard:**

**Signs requiring the use of chains shall not be used except where required by conditions and ordered by the commissioner. Ice or snow must be such that chains are necessary to prevent traffic congestion and accidents. Do not install the signs until the commissioner or the commissioner's designated representative certifies by means of an order (similar to a speed zone order) that the use of the roadway by vehicles without chains is not permitted.**

**The CHAINS REQUIRED ON ALL VEHICLES (R12-105) sign shall be installed where chains are required before a vehicle may proceed.**

**Install an END CHAIN AREA (R12-107) sign at the end of the designated roadway section.**

Option:

The CHAINS REQUIRED AHEAD (R12-104) sign may be installed in advance of a location where chains may be installed and the location where they must be used. Locate the sign at a distance in advance of the installation point as indicated in Table 2C-4 in the MUTCD, using the posted speed as the approach speed and “stop” as the speed at the installation point. Greater distances may be advisable where ice and snow conditions on the roadway require longer stopping distances.

The INSTALL CHAINS HERE (Arrow) (R12-106) sign may be used to indicate a wide shoulder, pullout, rest area, or other parking area where a motorist may pull off the road to turn around or to install chains.

**Section 2B.51h    Custom Station Sign (R13-103)**

Guidance:

The ALL VEHICLES STOP AT CUSTOMS (R13-103) sign should be installed between a D8-102 and a D8-103 sign (see Section 2S.06 of this *Alaska Traffic Manual Supplement*). The R13-103 sign should be in place only when the Customs Station is in operation. It should be removed or covered at all other times. It should be installed 4,000 feet in advance of the Customs Station or at the beginning of the deceleration lane, whichever distance is greater.

**Section 2B.51i    DELAY OF 5 VEHICLES ILLEGAL MUST USE TURNOUTS Sign (R16-103)**

Guidance:

The DELAY OF 5 VEHICLES ILLEGAL MUST USE TURNOUTS (R16-103) sign should be used on two-lane, rural state highways at locations determined by the regional traffic engineer to alert drivers of slow moving vehicles to use turnouts to prevent delays in areas where passing is difficult. (See 13AAC 02.050)

These signs should only be placed on sections of highway where slow moving vehicle turnouts meeting the requirements of Section 1120.5. of the DOT&PF *Alaska Preconstruction Manual* are periodically available. Slow-moving vehicle turnouts should be signed in accordance with Section 2S.03 of the ATM.

**Section 2B 51j    BUCKLE UP FOR SAFETY (Symbol) Sign (R16-1)**

Guidance:

The BUCKLE UP FOR SAFETY (symbol) (R16-1) sign should be used near major state entry points to inform visitors of Alaska's mandatory safety belt law, and at other points as necessary to remind and encourage motorists to use their seat belts.

**Section 2B.51k    DRIVE WITH HEADLIGHTS ON AT ALL TIMES (R16-110)**

Support:

The DRIVE WITH HEADLIGHTS ON AT ALL TIMES (R16-110) sign is intended for use in areas where higher-than-normal head-on accidents are occurring.

**Standard:**

**The DRIVE WITH HEADLIGHTS ON AT ALL TIMES (R16-110) sign shall be posted only in accordance with 13 AAC 04.010.**

**Section 2B.511    KEEP RIGHT EXCEPT TO PASS Sign (R4-100)**

**Guidance:**

If an extra lane has been provided for slow-moving traffic, a KEEP RIGHT EXCEPT TO PASS (R4-100) sign should be installed at the beginning of the lane and at intervals along the lane. See Figure 2B-100.

## CHAPTER 2C. Warning Signs

### Section 2C.03     Design of Warning Signs

*At the end of the last sentence in the Standards subsection, substitute Alaska Sign Design Specifications for “Standard Highway Signs.”*

### Section 2C.04     Size of Warning Signs

*Delete the Support subsection and insert the following:*

#### **Standard:**

**The size of warning signs shall be as detailed in the ASDS for the various classification of roads. See Section 2A.12 and Table 2A-100 in the *Alaska Traffic Manual Supplement*.**

*Delete the words “Table 2C-3” in the Standard subsection and substitute “ASDS.”*

### Section 2C.05     Placement of Warning Signs

*Insert the following subsection:*

#### **Guidance:**

On all multi-lane one-way roadways, expressways and freeways, signs should be mounted on the left as well as on the right.

*Delete Tables 2C-2. Warning Sign Sizes and Table 2C-3 Minimum Size of Supplemental Warning Plaques.*

### Section 2C.06     Horizontal Alignment Signs (W1-1 through W1-5)

*Delete the first sentence under the second Option subsection.*

*Add the following to the end of the Standard subsection:*

**All W1-series Turn and Curve signs shall be accompanied by an Advisory Speed Plaque (W13-1) (see Section 2C.42) when the safe speed on the curve is 8 or more mph below the posted speed limit.**

*Change the fourth line, third column of Table 2C-5 Horizontal Alignment Sign Usage, from Reverse Turn to Reverse Curve.*

**Section 2C.07     Combination Horizontal Alignment/Advisory Speed Sign (W1-9)**

*Delete the last sentence of the Standard subsection and insert the following:*

**The advisory speed for this sign shall be determined utilizing the information in Section 2C.42 of the *Alaska Traffic Manual Supplement*.**

**Section 2C.11     Hill Signs (W7-1, W7-1a, W7-1b)**

*Delete the first sentence of the Option subsection.*

**Section 2C.13     ROAD NARROWS Sign (W5-1)**

*Insert the following subsection:*

**Standard:**

**The ROAD NARROWS (W5-1) sign shall not be used to indicate a change in width of shoulders. See Section 2C.100s for the SHOULDER NARROWS sign.**

**Section 2C.14     NARROW BRIDGE Sign (W5-2)**

*Delete the last sentence of the Option subsection.*

**Section 2C.20     Low Clearance Signs (W12-2, W12-2A, and W12-2P)**

Add the following subsection at the beginning of the section:

**Support:**

LOW CLEARANCE (W12-2 or W12-2P) signs are located on and in advance of low-clearance structures and indicate the clear height from the surface of the traveled way to the lowest point of the structure directly above.

*Delete the first sentence of the Standard subsection and insert the following:*

**Low Clearance signs shall be installed when marked “Required” in the following table:**



**Table 2C-100 Low Clearance Sign Requirements**

Minimum Clearance	Sign on Structure (W12-2A or W12-2P)	Advance W12-2 signs	
		At Advance Warning Distance	At 1st Upstream Intersection
17' or less	Required		
16' or less	Required	Recommended	
14' 6" or less	Required	Required	Recommended

**Structure-mounted low clearance signs shall either be the W12-2A or W12-2P.**

*Delete the second and third paragraph of the Guidance subsection and insert the following after the first paragraph:*

Low Clearance signs should be installed when marked “Recommended” in Table 2C-100. W12-2 signs to be installed at the “Advance Warning Distance” should be located at the distance in advance of the low-clearance structure indicated in Table 2C-4 of the MUTCD, using “Condition A.”

W12-2 signs to be installed at the “1<sup>st</sup> Upstream Intersection” should be located at the distance indicated in Table 2C-4, using “Condition B, Stop Condition,” in advance of the last intersection where an alternate route may be taken. Additional signs should be installed beyond this intersection to identify the roadway with the clearance restriction.

When used, the distance indicated on the “X” MILE AHEAD (W12-100) distance plate should be the mileage (to the closest ¼ mile) between the sign and the clearance restriction.

**Section 2C.26     Advance Traffic Control Signs (W3-1, W3-2, W3-3, W3-4)**

*Delete the second paragraph of the first Option subsection.*

**Section 2C.27     CROSS TRAFFIC DOES NOT STOP Plaque (W4-4P)**

*Delete this section in its entirety.*

*Delete the detail of the W4-4P sign from page 2C-24.*

**Section 2C.33     Advisory Exit, Ramp, and Curve Speed Signs (W13-2, W13-3, W13-5)**

*Insert the following at the end of the Standard subsection:*

**Determine the safe speed at exits, ramps, and curves for the W13-2, W13-3, and W13-5 signs as indicated in Section 2C.42 of this *Alaska Traffic Manual Supplement*.**

## **Section 2C.34     Intersection Warning Signs (W2-1 through W2-6)**

*Add the following to the end of the first paragraph of the Option subsection:*

Delete the W2-6 sign from the signs detailed on page 2C-29 of the MUTCD. Use the sign detailed in the ASDS instead.

## **Section 2C.37     Crossing Signs (W11-1, W11-2, W11-3, W11-4, W16-7P)**

*Delete the first paragraph of the Standard subsection and insert the following:*

**When crossing signs are installed right at the crossing location, they shall be supplemented with a diagonal downward pointing arrow plaque (W7-1P) showing the location of the crossing.**

**When the crossings occur randomly over a segment of roadway the diagonal downward pointing arrow plaque (W16-7P) shall not be used.**

*Delete the second paragraph in the second Option subsection and add the following:*

Pedestrian and bicycle signs may be fluorescent yellow-green when supplemented with the diagonal downward pointing arrow plaque (W16-7P).

## **Section 2C.38     PLAYGROUND Sign (W15-1)**

*Delete the second sentence of the Option subsection.*

## **Section 2C.41     Distance Plaques (W16-2, W16-3, W16-4, W7-3a)**

*Add the following at the end of the Option subsection:*

### **Standard:**

**The Advisory Distance Plaque, NEXT “X” MILES (W13-1A) sign shall only be installed in conjunction with roadway condition signs: WINDING ROAD (W1-5), BUMPS (W8-1A), DIPS (W8-2A), SOFT SHOULDER (W8-4A), etc., where traffic, geometric, surface, materials, and other characteristics are similar throughout the indicated roadway section. This sign is not a substitute for signs warning of any abrupt change of the roadway character.**

**When used, advisory distance plaques shall be installed on the same post directly below the primary warning sign. See Sections 2C.11 in the MUTCD and 2C.20 of this *Alaska Traffic Manual Supplement* for use of advisory distance plaques to warn of steep hills and bridges with low clearance.**

## **Section 2C.42     ADVISORY SPEED Plaque (W13-1)**

*Add the following to the Standard subsection:*

**The ADVISORY SPEED plaque (W13-1) shall only be installed in conjunction with another appropriate warning sign to indicate the safe speed that may be used to traverse the condition indicated on the primary sign. It shall be installed on the same post directly below the primary warning sign.**

**The safe speed for Turn and Curve signs shall be determined by the following procedures:**

**A. Existing Curves:**

**Use ball-bank indicator readings from trial speed runs and Table 2C-101 of the *Alaska Traffic Manual Supplement*.**

***Table 2C-101  
Safe Speed and Ball Bank Readings***

<b>Safe Speed (mph)</b>	<b>Reading (degrees)</b>
0-20	15.0
25-30	12.5
35-65	10.0

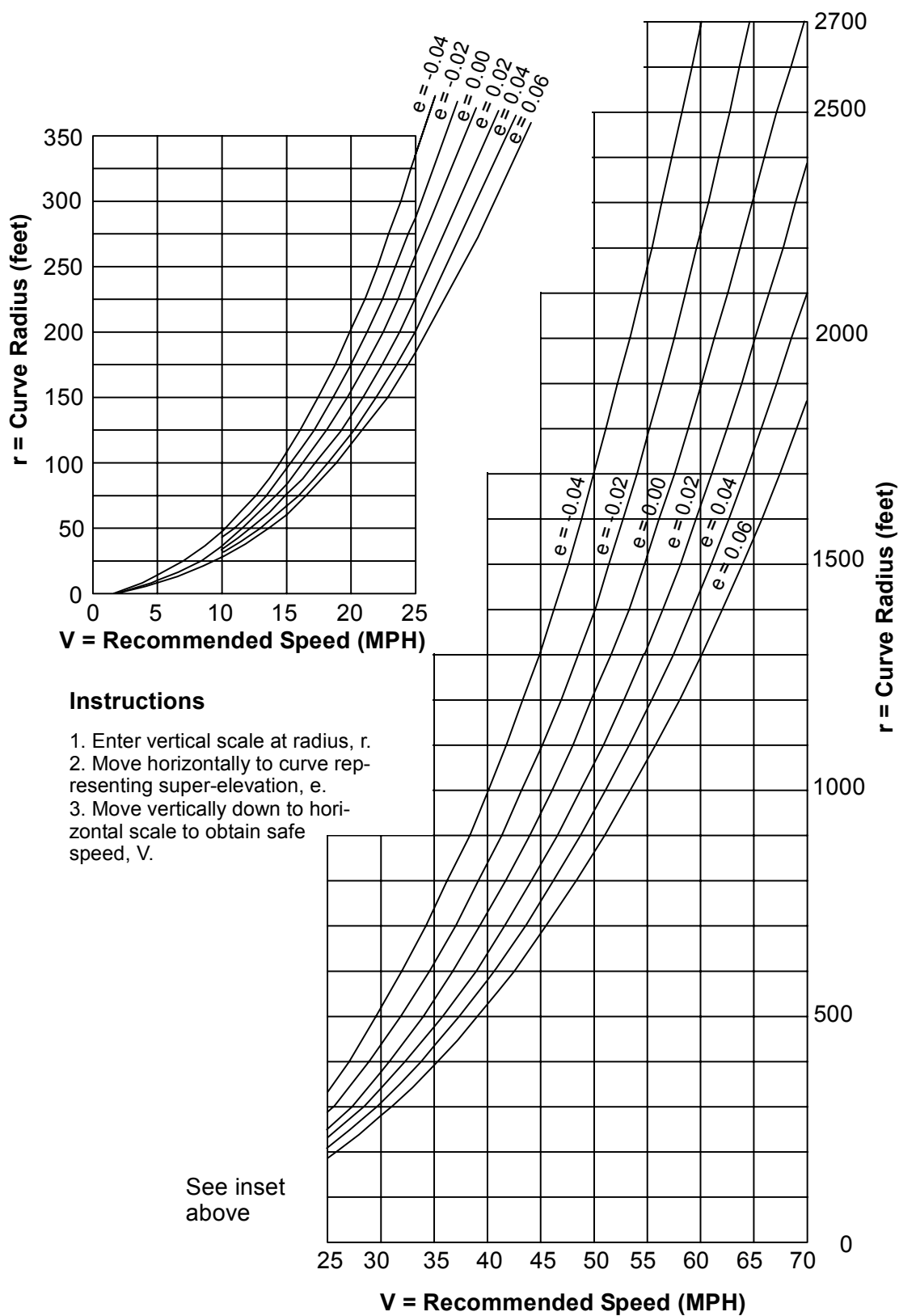
**B. Curves on Design Projects:**

**Use Figure 2C-100 on the following page.**

*Add the following to the beginning of the Guidance subsection:*

The posted advisory speed should be the closest 5-mph increment to the speed determined using either the Ball Bank method or Figure 2C-100 on the following page.

The speed indicated should be the maximum safe speed estimated for travel through the area of concern under normal, dry-roadway conditions. In noncurve situations, the indicated speed will depend on engineering judgment. In order to prevent driver contempt, care should be taken to avoid posting advisory speeds too low.



**Figure 2C-100**  
**Safe Speed on Horizontal Curves**

## **Section 2C.46     DEAD END/NO OUTLET Plaques (W14-1P, W14-2P)**

*Delete the first paragraph of the Option subsection and insert the following:*

DEAD END (W14-1P) or NO OUTLET (W14-2P) plaques may be used in combination with Street Name (D3-1) signs (see Section 2D.38) to warn turning traffic that the cross street ends in the direction indicated by the arrow.

At locations where the cross street does not have a name, DEAD END or NO OUTLET plaques may be used alone in place of a street name sign.

*Delete the Standard subsection.*

## **Section 2C.100     Other Warning Signs**

*This is a new section. There is no corresponding section in the MUTCD.*

*Sections 2C.50 through 2C.99 are reserved for future MUTCD use.*

*Add the following subsections:*

### **Section 2C.100a     TURN ARROW 180 DEGREE Sign (W1-100)**

Option:

The TURN ARROW 180 DEGREE sign may be used to indicate a change in horizontal alignment generally in excess of 90 degrees up to 180 degrees, or when the roadway connecting two curves in the same direction is insufficient to allow independent posting of each curve on a tangent section.

Determine the advisory speed for this sign utilizing Section 2C.42 of the *Alaska Traffic Manual Supplement*.

### **Section 2C.100b     TURN ARROW 360 DEGREE Sign (W1-101)**

Option:

The TURN ARROW 360 DEGREE sign maybe used to indicate changes in horizontal alignment generally in excess of 180 degrees subject to the same restrictions and installation limitations as provided for the TURN ARROW 180 DEGREE (W1-100) sign.

Determine the advisory speed for this sign utilizing Section 2C.42 of this *Alaska Traffic Manual Supplement*.

### **Section 2C.100c One Lane Opposing Two Lane Symbol Sign (W6-100)**

Option:

The One Lane Opposing Two Lane Symbol (W6-100) sign may be used on two-way roadways that have no median or divider but have two through lanes in one direction and one lane in the other direction.

Guidance:

If used, One Lane Opposing Two Lane Symbol (W6-100) signs should be posted near the beginning of the condition.

Option:

The One Lane Opposing Two Lane Symbol (W6-100) signs may be posted at intermediate points within the segment that has two through lanes in one direction and one lane in the other.

### **Section 2C.100d LOAD LIMIT WARNING Sign (W12-101)**

**Standard:**

**The LOAD LIMIT WARNING (W12-101) sign shall be used to indicate the presence of a bridge with a restricted load-carrying capacity as determined by an engineering investigation. Use only in conjunction with a W12-100 distance accessory plate indicating the distance from the sign to the condition of concern. The W12-101 sign shall be installed as indicated in Table 2C-4 of the MUTCD, using Condition A, in advance of an intersection where a driver may make a decision to take an alternate route or where a large tractor/semitrailer can turn off the highway. uitable WEIGHT LIMIT (R12 Series) signs shall be installed at the bridge before this sign is installed.**

### **Section 2C.100e End Signs (W14-100, W14-101, and W14-102)**

Support:

The END (W14-100) sign is used in the head-on position at the end of a public road.

**Standard:**

**The END-OF-ROAD (OM-4) marker shall be mounted below the W14-100 sign.**

**The END ROAD 1000 FT. (W14-101) sign shall be installed approximately 1,000 feet in advance of the END (W14-100) sign. In special situations where the distance is substantially less than 1000 feet, the distance on the sign shall be modified accordingly.**

**The END MAINTENANCE 1,500 FT. (Variable Distance) (W14-102) sign shall be installed in conjunction with the NO ROAD MAINTENANCE (R11-100) sign or STATE MAINTENANCE ENDS (I-181) sign to warn of the approach of a road section that will**

**temporarily not be maintained. Install 500 to 1500 feet in advance of the R11-100 sign with the appropriate distance figure, as indicated by conditions, in the legend.**

Option:

A second W14-101 sign with the appropriate distance may be installed between the initial W14-101 sign and the W14-100 sign when additional emphasis is needed.

#### **Section 2C.100f Slide Area Signs (W16-100 and W16-101)**

Support:

A slide area is defined as any section of roadway where rocks, snow (avalanches), or other natural debris may be expected to encroach on the roadway and create a condition that requires caution on the part of the motorist.

**Standard:**

**The SLIDE AREA (W16-100) sign shall be installed an appropriate distance in advance of the beginning of a known slide area using Table 2C-4 of the MUTCD and “Stop” as the speed at the condition of concern. The END SLIDE AREA (W16-101) sign shall be installed on the right in the vicinity of the end of a slide area only where W16-100 signs have been installed at the beginning of the slide area. The SLIDE series signs shall be removed if the slide condition ceases to exist. In some areas, this may require periodic installation and removal of the signs.**

#### **Section 2C.100g WATCH FOR ICE (W16-102)**

Option:

The WATCH FOR ICE (W16-102) sign may be used to alert a motorist driving at normal speeds on ice-free pavement of an isolated condition that is not readily apparent. The sign is not intended to define a general, overall road condition.

#### **Section 2C.100h WATER OVER ROADWAY Sign (W16-103)**

**Standard:**

**When used, the WATER OVER ROADWAY (W16-103) sign shall be installed on the right an appropriate distance in advance of the flooded section of roadway using Table 2C-4 of the MUTCD and Condition B, Stop.**

Option:

The sign may be used to warn of temporary flooding or a low spot where the roadway is normally under water.

**Standard:**

**When used to warn of temporary flooding, the signs shall be covered or removed when flooding ceases for more than 48 hours.**

**Section 2C.100i Avalanche Area Signs (W16-110 through W16-112)**

Support:

An avalanche area is defined as any section of road where major snow slides (avalanches) may be expected to encroach on the roadway.

**Standard:**

**The AVALANCHE AREA (W16-110) sign shall be installed on the right, an appropriate distance in advance of the avalanche area, using Table 2C-4 of the MUTCD and “Stop” as the speed at the condition of concern. The W16-110 sign shall always be followed by an END AVALANCHE AREA (W16-111) sign. The signs shall be removed or covered after the avalanche danger has abated.**

Option:

The AVALANCHE AREA NEXT X MILES DO NOT STOP (W6-112) sign may be used for additional emphasis.

**Section 2C.100j WIND AREA Sign (W16-104)**

Guidance:

WIND AREA (W16-104) sign should be used to indicate locations where winds regularly reach velocities that substantially affect the driving task. The signs should be removed or covered during those seasons of the year when high winds are unlikely.

**Section 2C.100k ROCKS Sign (W16-105)**

Guidance:

The ROCKS (W16-105) sign should only be installed in advance of rock cut areas where falling rocks or rocks on the road may be encountered by motorists.



### **Section 2C.100l END FREEWAY ½ MILE Sign (W16-107)**

Guidance:

The END FREEWAY ½ MILE (W16-107) sign should be used to indicate the end of a multilane, divided roadway facility with full access control and no at-grade intersections. Install it on the right and left approximately one-half mile in advance of the first access where through traffic may encounter cross-traffic and a definite change in the facility is obvious (entering two-lane facility or city street section). It should not ordinarily be used at transitions from freeways to expressways (multilane divided roadway with access control and at-grade intersections).

### **Section 2C.100m ROAD CLOSED AHEAD (W14-104) and BRIDGE CLOSED AHEAD (W14-103 and W14-104) Signs**

Standard:

The ROAD CLOSED AHEAD (W14-103) and BRIDGE CLOSED AHEAD (W14-104) signs shall be installed using Table 2C-4 of the MUTCD and “Stop” as the speed at the condition of concern, in advance of an intersection where a driver may take an alternate route. The ADVISORY DISTANCE PLATE (W12-100) shall be used in conjunction with the W14-103 or W14-104 signs.

Guidance:

Additional signs should be installed beyond this intersection to identify the roadway with the closure.

### **Section 2C.100n LOW FLYING AIRCRAFT Sign (W16-106)**

Option:

The LOW FLYING AIRCRAFT (W16-106) sign may be used in those areas where low-flying aircraft are encountered, such as roadways passing near the end of an airfield.

### **Section 2C.100o AIRCRAFT Crossing Sign (W16-114)**

Guidance:

The AIRCRAFT CROSSING (W16-114) sign should be used in those areas where taxiing aircraft cross roadways.

## **Section 2C.100p JET BLAST AREA Signs (W16-108 and W16-109)**

Guidance:

The JET BLAST AREA (W16-108) sign should be used in advance of a section of roadway, which is subject to high winds and the possibility of flying debris from aircraft exhausts. Use Table 2C-4 of the MUTCD and “Stop” as the speed at the condition of concern. It should be used in conjunction with NO STOPPING OR STANDING (R7S-) signs posted from boundary to boundary of the jet blast area.

Option:

The END JET BLAST AREA (W16-109) sign may be used where the limits of exposure are not immediately obvious.

## **Section 2C.100q SLOW MOVING VEHICLE Sign (W7-100)**

Option:

The SLOW MOVING VEHICLES (W7-100) sign may be used on roadways where vehicles moving substantially slower than the established speed limit are common.

## **Section 2C.100r TRAVEL BEYOND THIS POINT NOT RECOMMENDED . . . Sign (W14-105)**

Option:

The TRAVEL BEYOND THIS POINT NOT RECOMMENDED . . . (W14-105) sign may be used during the winter on roads that are seasonally closed.

Guidance:

This sign should not be used alone. It should be used as a supplement to other signs notifying motorists that the road is not maintained beyond that point.

## **Section 2C.100s SHOULDER NARROWS Sign (W5-1a)**

Option:

The SHOULDER NARROWS (W5-1a) sign may be used to indicate a reduction in shoulder width.

## **Section 2C-100t HILL BLOCKS VIEW Sign (W7-101)**

Option:

A HILL BLOCKS VIEW (W7-101) sign may be used in advance of a crest vertical curve when sight distance is limited.

When a HILL BLOCKS VIEW sign is used, it may be supplemented by an Advisory Speed (W13-1) plaque indicating the recommended speed based on available sight distance.

## **Section 2C-100u HIDDEN DRIVEWAY Sign (W7-102)**

Option:

A HIDDEN DRIVEWAY (W7-102) sign may be used in advance of a driveway when sight distance is restricted by a hill or roadside sight obstruction.

When a HIDDEN DRIVEWAY sign is used, it may be supplemented by an Advisory Speed (W13-1) plaque indicating the recommended speed based on available sight distance. It may also be supplemented with W16-9P, "AHEAD" or W16-2P "500 FT" plaques.

Guidance:

HIDDEN DRIVEWAY signs should not be used on residential or low-volume streets where the majority of the traffic is local to the area and driveways are expected.

This sign should only be used when attaining required driveway sight distance is not feasible.

## CHAPTER 2D. GUIDE SIGNS CONVENTIONAL ROADS

### Section 2D.05 Lettering Style

*Delete the first two paragraphs under the Standards subsection and insert the following:*

**Unless otherwise shown in the ASDS, word messages on guide signs shall be composed of a combination of lower-case letters with an initial upper-case letter.**

### Section 2D.06 Size of Lettering

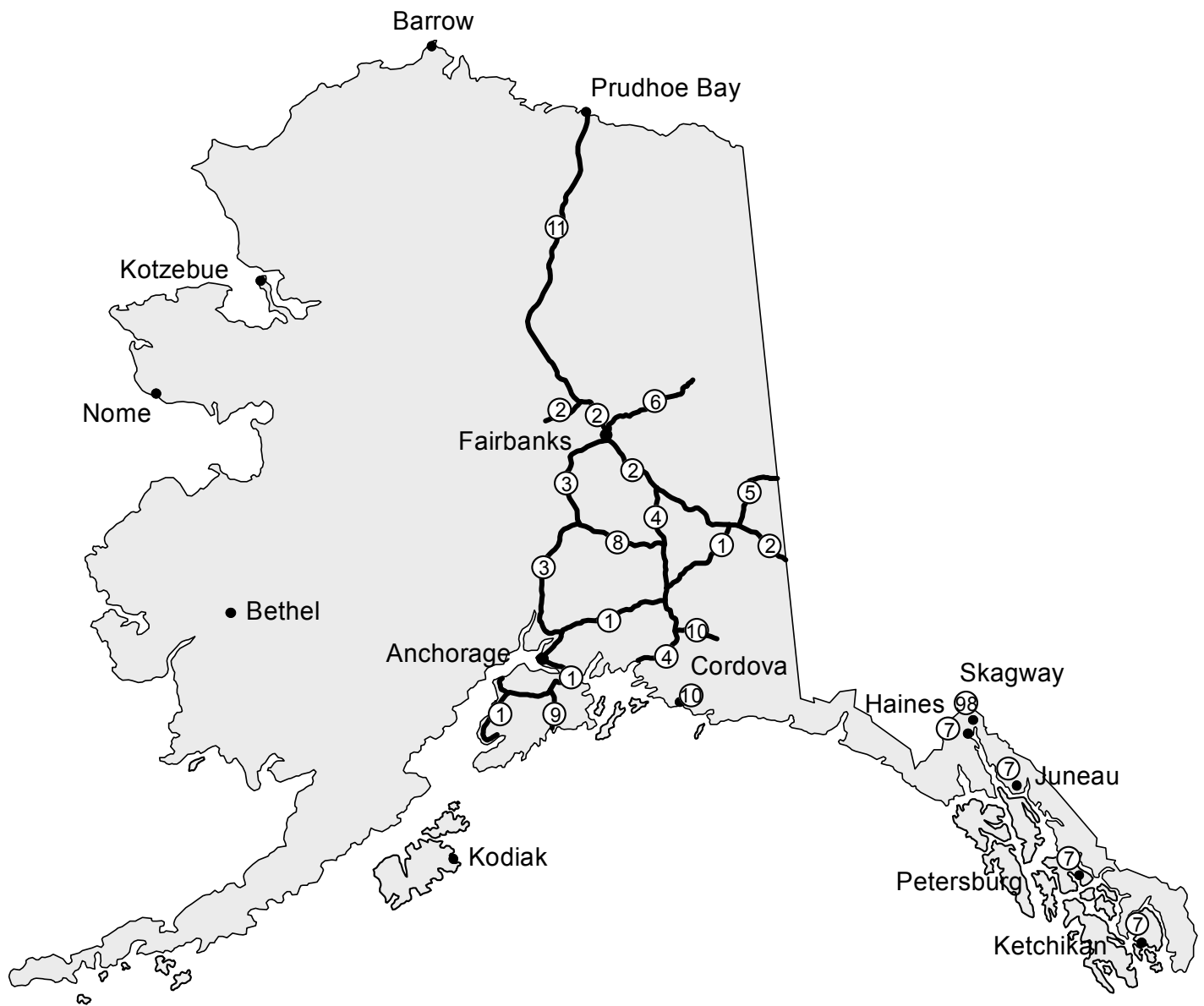
*Delete the first two paragraphs in the Standard subsection and insert the following:*

**Expressway and freeway destination and distance guide signs shall have legends of the size indicated in Section 2E.13 of the MUTCD. On major urban roads without access control, the principal legend on D-Series guide signs shall be 8-inch uppercase/6-inch lowercase letters. On any road with a speed limit of 45 mph or higher, the principal legend on D-Series guide signs should be 8-inch uppercase/6-inch lowercase letters. Other D-Series guide signs shall have a minimum principal legend of 6-inch uppercase/4.5-inch lowercase letters.**

### Section 2D.09 Numbered Highway Systems

*Add the following at the end of the Standard subsection:*

**The route numbers shown on Figure 2D-100, Alaska Numbered Routes, shall be used on route markers.**



**Figure 2D-100**  
**Alaska Numbered Routes**

## **Description of Numbered Routes Shown on Figure 2D-100**

### **AK-1: Homer to Tok, via:**

Sterling Hwy, Homer to junction with Seward Hwy  
Seward Hwy, junctions with Sterling Hwy to Anchorage  
Glenn Hwy, Anchorage to Glennallen  
Richardson Hwy, Glennallen to Gakona Junction  
Tok Cutoff, Gakona Junction to Tok

### **AK-2: Canadian border to Manley Hot Springs, via:**

Alaska Hwy, Border to Fairbanks  
Steese Hwy, Fairbanks to Junction with Elliott Hwy  
Elliott Hwy, junction with Steese Hwy to Manley Hot Springs

### **AK-3: Parks-Glenn intersection to Fairbanks, via:**

George Parks Hwy, junction with Glenn Hwy to junction with Mitchell Expy in Fairbanks  
Mitchell Expy, junction with Parks Hwy to junction with Richardson Hwy

### **AK-4: Valdez to Delta Junction via Richardson Hwy**

### **AK-5: Tetlin Junction to border via Taylor Hwy**

### **AK-6: Elliott/Steese junction to Circle via Steese Hwy**

### **AK-7: Major highways in Southeast, including:**

South Tongass Hwy, North Tongass Hwy (Ketchikan)  
Nordic Drive, Mitkoff Hwy (Petersburg)  
Glacier Hwy, Egan Drive (Juneau)  
Haines Hwy, Haines to Border

### **AK-8: Parks Hwy to Richardson Hwy via Denali Hwy**

### **AK-9: Seward Hwy, Seward to Junction with Sterling Hwy**

### **AK-10: Copper River Hwy, Cordova to end**

Edgerton Hwy, Chitina to Junction with Richardson Hwy

### **AK-11: Elliott/Dalton junction to Prudhoe Bay via James Dalton Hwy**

### **AK-98: Skagway to border via Klondike Hwy**

## **Section 2D.11     Design of Route Signs**

*Add the following to the third paragraph of the third Standards subsection:*

**Route Markers for all Numbered State Highways shall be M1-5 signs as shown in the *Alaska Sign Design Specifications*.**

## **Section 2D.33            Destination and Distance Signs**

*Add the following subsections:*

### **Standard:**

**The control and intermediate destinations in Table 2D-100 shall be used for destination and distance signs.**

### **Option:**

In addition to control cities, hamlets and unincorporated communities may be shown on destination signs on state roads when allowed by regional policy.

**Table 2D-100 Destination Control Cities for Alaska Guide Signs**

<b>Road Segment</b>	<b>Route Number(s)</b>	<b>Control Destinations</b>	<b>Intermediate Destinations</b>
Sterling Highway, Homer to Soldotna	1	Homer, Anchorage	Soldotna, Kenai
Sterling Highway, Soldotna to Seward "Y"	1	Homer, Anchorage, Seward	Soldotna, Kenai
Seward Highway, Seward to Seward "Y"	9	Seward, Homer, Anchorage	Kenai Fjords Nat. Park
Seward Highway, Seward "Y" to Anchorage	1	Homer, Seward, Anchorage	Girdwood, Hope Road Junction
Glenn Highway, Anchorage to Parks/Glenn junction	1	Anchorage, Fairbanks, Tok	Eagle River, Palmer
Parks Highway, Parks/Glenn junction to Fairbanks	3	Anchorage, Fairbanks	Wasilla, Cantwell, Denali Nat. Park, Healy, Nenana
Glenn Highway, Parks/Glenn junction to Glennallen	1	Anchorage, Valdez, Tok	Palmer, Glennallen
Tok Cutoff Highway, Gakona Junction to Tok	1	Anchorage, Tok	Glennallen
Richardson Highway, Valdez to Glennallen	4	Valdez, Fairbanks, Anchorage	Edgerton junction, Glennallen, Delta Jct.
Richardson Highway, Glennallen to Gakona Junction	4, 1	Valdez, Fairbanks, Anchorage	Edgerton junction, Glennallen, Delta Jct.
Richardson Highway, Gakona Junction to Delta Jct.	4	Valdez, Fairbanks, Anchorage	Edgerton junction, Glennallen, Delta Jct.
Alaska Highway, Border to Tok	2	Border, Fairbanks, Anchorage	Taylor Hwy Jct.
Alaska Highway, Tok to Delta Junction	2	Tok, Fairbanks	
Alaska Highway, Delta Jct. to Fairbanks	2	Tok, Fairbanks, Anchorage	Eielson AFB, North Pole
Steese/Elliot/Dalton, Fairbanks to Prudhoe Bay	2, 11	Fairbanks, Prudhoe Bay	Coldfoot



## **Section 2D.34     Destination Signs**

*Insert the following before the first Standard subsection:*

Guidance:

Destination signs should only be used where they will provide a significant service to motorists.

Support:

In addition to guidance by route markers, it is necessary to direct traffic to communities and other destinations on the route and on other roads intersecting the state route.

It is not feasible to place signs along highways listing all possible destinations that can be reached from the highway. Normally, a single community, facility, or other feature readily identifiable from a road map can be used to direct motorists to other less important destinations on the same route. Make every effort to correlate destination signs with features readily identifiable on conventional service station tourist maps.

Guidance:

The following criteria should be met before a directional sign can be considered. However, they are not warrants and do not guarantee placement of signs. On state highways, it is the responsibility of the regional traffic engineer to consider other factors such as interference with higher-priority signing and other destinations that now or in the future will compete for sign space.

Option:

Signs may direct to the following places, consistent with the foregoing discussion:

- A. Incorporated cities
- B. Unincorporated cities
- C. Major parks or mountains
- D. Lakes and mountain passes in areas where there are no other places of greater importance
- E. Rivers, valleys, and other geographical points if they identify areas, and
- F. Sports arenas, fairgrounds, theaters, and other public or private attractions that are major driver attractions

Support:

Consider the following information in determining the inclusion of the following types of destinations:

- A. Military installations, churches, city parks, public buildings, businesses, subdivisions, clubs, shopping centers, courthouses, zoos, museums, and other local places normally will not be signed. Signing can be considered for a nonqualifying facility that is the principal destination from the interchange or cross road, and which cannot be identified with a road or community.

To qualify, such a facility should be located where there is no qualifying destination sign and motorists could not reasonably be expected to find their destination without signs, even with the aid of a map.

- B. Sign dams, reservoirs, mountain peaks, and other geographical features only when necessary to indicate direction or to identify areas; or if they are the principal destination and a significant one from the interchange or cross road, and cannot be identified with a road name or community.
- C. Airports that have regularly scheduled commercial air travel and mail pickup, or airports that are owned and operated by political subdivisions, can be signed from conventional highways and expressways. On freeways, sign only to those airports that have regularly scheduled air carrier and mail service, or where there is an off-ramp that serves the airport as either the only or the principal destination. Use AIRPORT (I-5) signs unless there are two or more airports with significant traffic within a municipality.

## **Section 2D.35     Location of Destination Signs**

*Delete the first paragraph of the Guidance subsection and insert the following:*

Signing in advance of major intersections on a state-numbered route in rural areas will normally consist of a nonmileage destination (D1-1, D1-2 or D1-3) sign which may be located up to 1,200 feet in advance of the intersection, spacing the sign as is appropriate with respect to directional assemblies (see 2D.30) and advance warning signs (Sections 2C-26 and 2C-34).

A D1 series sign should be followed with a Distance Sign (D2-1, D2-2 or D2-3) beyond the intersection (see Section 2D.36 and 2D.37).

On minor state highways that are not through routes, with an ADT of 500 or less, only the mileage destination sign D1-1A, D1-2A, or D1-3A should be used.

Option:

A MILEAGE DESTINATION sign (D1-1A, D1-2A, or D1-3A) may be located either on the near-right quadrant of the intersection (adjacent to the R1-1 STOP sign), head-on at the intersection, or 200 feet in advance of it.

Either mileage or nonmileage destination signs may be used as needed on channelized intersections.

Because the Destination sign is of lesser importance than the Junction, Advance Route Turn, or Directional assemblies, the Destination sign may be eliminated when sign spacing is critical.

## **Section 2D.38     Street Name Signs (D3)**

*Insert the following at the start of the section:*

**Standard:**

**Overhead Street Name (D3-1B or D3-2B) signs shall be installed on all expressways and major arterials at signalized intersections to indicate the location and name of roadways. They shall be installed overhead and to the far right-hand side of the intersection on traffic signal poles or mast arms. When mounted on the mast arm, they shall be horizontal.**

*Delete the first paragraph of the first Guidance subsection and insert the following:*

Overhead Street Name (D3-1B and D3-2B) signs should be installed at all signalized intersections to indicate the location and name of roadways. They should be installed overhead and to the far right-hand side of the intersection on traffic signal poles or mast arms. When mounted on the mast arm, they shall be horizontal.

Street Name (D3-1, or D3-1A, or D3-1D) signs should be installed at all intersections with public roads (rural and urban) to identify the cross street.

Advance Street Name (D3-1C and D3-2) signs should be installed on major arterials and expressways in advance of major intersections. They should be installed on the right at least 300 to 600 feet in advance of the intersection on rural roads and one-half block in advance of major intersections in urban areas, where the 300 to 600 feet distance can not be met.

**Section 2D.39     Parking Area Sign (D4-1)**

*Insert the following at the end of the section:*

**Standard:**

**The PARKING AREA (D4-1) sign shall not be used on rural routes.**

**Section 2D.41     Rest Area Signs (D5 Series)**

*Delete the first sentence of the Standard subsection and insert the following:*

**The REST AREA (D5-5A Symbol) sign shall only be used where the guidelines for D9 series signs are met; see Section 2D.44 of this *Alaska Traffic Manual Supplement*.**

## **Section 2D.42     Scenic Area Signs (D6 Series)**

*Delete the first paragraph under Option subsection and insert the following:*

Scenic areas may be marked by the SCENIC VIEW SYMBOL (D9-102) sign. Follow the guidelines for D9 series signs in Section 2D.44 of this *Alaska Traffic Manual Supplement*.

## **Section 2D.44     General Service Signs (D9 Series)**

*Delete the first sentence of the first Support subsection and insert the following:*

Due to the sparse settlement of rural Alaska, it can be advantageous to place motorist service signs on conventional roads.

General Service signs are installed for the benefit of the motorist, not to promote businesses.

Other signs for businesses are listed in Table 2A-101.

### **Standard:**

**General Service (D9 series) signs shall be installed only when the particular service is available within one mile of the intersection and the facility is not visible to the approaching motorist until they are within 800 feet of the turn off to that facility. An exception to the visibility requirement can be made for hospitals and Emergency Medical Service facilities.**

**The sign(s) shall be covered or removed when the service is no longer available, such as at a seasonal facility.**

**The particular service shall also meet all of the requirements listed below for that service.**

- A. A camping area (D9-3 series, D9-4 series, and D9-100 Signs) is typically located adjacent to a lake, creek, or river in an area with scenic, historic, or recreational interest such as a trailhead. It may include a firewood stock, shelters, a developed water supply, and sanitary dump facilities for campers or trailers. It must include a parking area, picnic tables, litter disposal facilities, toilets, and locations where campers may be parked and/or tents erected.**
- B. A rest area (D5-2 and D5-102 Sign) must have a parking area, picnic tables, litter disposal facilities, and toilets. (See Section 2D.41) Overnight camping facilities are generally not provided.**
- C. A parking area (D9-105 Sign) is generally more modest than a rest area and does not include toilets. It may include picnic tables, and must include litter disposal facilities and at least a 1,600-square-foot area separate from the highway for vehicles to park. The typical truck turnout created by widening the roadway is not considered a parking area since it is not separate from the roadway.**

- D. A scenic viewpoint (D9-102 Sign) is a turnout or parking area with a particularly attractive view of an identified feature.**
- E. A food service facility (D9-6 Sign) is a café, snack bar, or restaurant permitted by the Alaska Department of Environmental Conservation. As a minimum, it must provide hot food and beverages, a public telephone, and modern sanitation facilities, and be open for business to the public at least 16 hours per day, seven days a week.**
- F. Telephones (D9-1 series Sign) qualify if they are readily accessible to the public for all types of calls 24 hours per day, seven days per week.**
- G. Gasoline (D9-7, D9-11 Signs) may be identified if the facility sells both motor oil and gasoline in commercial quantities from pumps licensed by the Department of Transportation and Public Facilities Division of Measurement Standards and Commercial Vehicle Enforcement, at least 16 hours per day, seven days a week. The availability of diesel fuel, tires, electrical service, restrooms, an automobile hoist, and qualified service technician shall be considered in the case of competing facilities.**
- H. Lodging (D9-9 Sign) must consist of at least beds and bedding in a permanent, all-weather, heated building equipped with toilet and bathing facilities for at least 10 hours per night throughout the week. The facility should have at least six rooms available for guests.**
- I. A hospital (D9-2 Sign) is a permanent medical facility that serves the public with 24-hour emergency medical service and has a licensed physician readily available.**
- J. An Emergency Medical Service (Staff-of-Life Symbol) (D9-13 Sign) facility must be staffed by emergency medical technicians certified by the Emergency Services Section, Alaska Department of Health and Social Services; and must be readily accessible and manned 24 hours a day. The signed location should be the dispatch point for the EMS, not necessarily the garage for the ambulance. The Emergency Medical Service symbol shall be supplemented by a sign identifying the type of service provided.**

Option:

HOSPITAL (D9-2) signs and EMERGENCY MEDICAL SERVICE (D9-13) symbol signs may be installed within urban areas. Mark each turn from the adjacent major or through highway to the emergency service entrance to the facility with additional signs and appropriate directional arrows and/or distance plaques.

CAMPING [D9-3 series, D9-4 series, and the RV PARK (D9-100)], the SANITARY DUMP (D9-12), PUBLIC DUMPSTER (D9-230), and TOURIST INFORMATION (D9-10) signs may be used in urban areas, but should be kept to a minimum.

The D9 series signs may be supplemented with ARROW and/or DISTANCE Plaques on conventional highways and expressways in advance of the turn to the facility to aid the motorist.

Support:

Consider using 1 MILE (D9-103) as well as 1,500 FT (D9-308) plaques mounted below the Camping (D9-3 series, D9-4 series, and D9-100) signs to allow motorists additional time to make the decision to use these facilities.

## **Section 2D.45     Reference (Mile) Posts (D10-1 through D10-3)**

*Add the following at the beginning of the section:*

Support:

In this manual, “Reference Posts” (as the MUTCD refers to them) are called mileposts.

*Add the following at the end of the section:*

Support:

Because mileposts are used as permanent location references on Alaska highways for residences, businesses and topographical features, they are not ordinarily changed when a road segment is reconstructed or realigned, and therefore do not necessarily correspond to actual mileage along a route.

Guidance:

When a road is realigned in a manner that either shortens or lengthens the road, milepost locations should be interpolated between existing mileposts on either side of the realigned segment. Mileposts before or beyond the realigned section should not be adjusted to reflect the change in route mileage.

When installing mileposts on state routes that have not been previously marked, mile numbering shall be marked starting at the south or west terminus of the route or at the connection point on a spur route. In absence of an agreement to the contrary, where two routes become the same roadway, only the mileposts for the lower number state route shall be installed. However, when the routes again diverge, the mileage for the higher number state route shall resume as if it had continued through the combined section.

**Standard:**

**Milepost signs shall be installed on the east side of the roadway on North-South routes and on the north side of the roadway on East-West routes. Install 15 to 30 feet from the edge of the traveled way oriented at 90 degrees to the roadway, with two legends, one visible from each direction.**

## **Section 2D.47     General Information Signs (I Series)**

*Add the following at the end of the section:*

### **Standard:**

**The ENTERING (LEAVING) ALASKA TIME ZONE CHECK TIME AT CUSTOMS (D12-3A & B) sign shall be placed, where possible, between the border and customs station.**

**The signs shall not interfere with the sequence of D8-102 through D8-104 signs (see Section 2S.06, *Alaska Traffic Manual Supplement*), or other traffic control devices.**

## **Section 2D.100     Other Directional Signs**

*This is a new section. There is no corresponding section in the MUTCD.*

*Sections 2D.51 through 2D.99 are reserved for future MUTCD use.*

*Add the following subsections:*

### **Section 2D.100a     Community Service Sign (D9-204)**

#### **Option:**

Community Services signs may be installed to provide direction to communities and to identify services available there. They are a single-sign alternative to multiple business-identifying (D9-205 TODS, or LG-series LOGO) signs.

#### **Standard:**

**Where Community Service signs are installed, existing TODS and LOGO signs shall be removed.**

## **CHAPTER 2E. GUIDE SIGNS – FREEWAYS AND EXPRESSWAYS**

### **Section 2E.53     Tourist Information and Welcome Centers**

*Add the following at the end of the section:*

Option:

TOURIST INFORMATION CENTER and WELCOME CENTER signs may be installed on highways other than freeways when the applicant meets the following criteria:

**Standard:**

- A. There shall be a minimum of ten off-street parking spaces provided.**
- B. The tourist information center shall be located adjacent to the highway.**
- C. The tourist information center shall have information about the surrounding region as well as the area near the center.**

**Applicants for these signs shall submit an official designation as a Welcome Center or Tourist Information Center from the local city or borough government and letter of concurrence from the local Chamber of Commerce to the appropriate city or regional traffic engineer. Applicants shall not fabricate or install signs until approval from the city or regional traffic engineer is obtained.**

**Only one center should be designated for communities located along a single major through route. Multiple visitor centers may be designated for larger communities with a network of several major through routes. These should be limited to no more than one for each entry point to the community. Visitor/information centers shall be located within the community or region they serve.**

**The name of the operating agency, community, group, or enterprise shall not appear in the legend of the sign.**

**The operating agency shall purchase and install the original signs.**



## CHAPTER 2I. EMERGENCY MANAGEMENT SIGNING

### Section 2I.03     Evacuation Route Sign (EM-100) (Previously CD-100)

*Add the following at the end of the section:*

Support:

TSUNAMI EVACUATION ROUTE (EM-100) signs guide people to safe ground when a tidal wave approaches.

**Standard:**

**The signs shall only be installed on state highways after a regional traffic engineer has approved a tsunami evacuation route plan done by the Alaska Division of Emergency Services (ADES). The plan must be done in accordance with the procedure transmitted a memo from Robert E. Heavilin, ADES Director, to Michael Downing of the DOT&PF on March 16, 1998.**

Guidance:

Communities desiring tsunami evacuation route signs should submit their requests to the ADES.

## CHAPTER 2S. SPECIAL SIGNS

*This is a new chapter. There is no corresponding chapter in the MUTCD.*

### Section 2S.01 Highway Fatality Memorial Signs (I-160 through I-164)

Support:

Highway Fatality Memorial Signs memorialize victims of fatal highway accidents.

**Standard:**

**The PLEASE DON'T DRINK AND DRIVE (I-160) sign is used when a legally drunk driver caused the fatal accident. This sign shall be used in conjunction with one of the following:**

- A. An IN MEMORY OF . . . (I-162) plaque, when the deceased was a victim of a drunk driver, OR**
- B. A SPONSORED BY . . . (I-163) plaque, when the deceased was the drunk driver**

**The PLEASE DRIVE SAFELY (I-161) sign is used in other cases and shall be used in conjunction with the I-162 plaque.**

**Month and year of installation shall be clearly marked on the back of each sign and plaque with long-lasting black paint.**

**Before installation on state highways, the DOT&PF regional office right-of-way chief or designee must approve the use of these signs in keeping with the Highway Fatality Memorial Sign Program. Applicants for the signs must comply with program requirements.**

**These are the only memorials for fatal traffic accidents allowed within state highway right-of-way.**

### Section 2S.02 State Maintenance Begins/Ends Signs (I-180 and I-181)

Option:

The STATE MAINTENANCE BEGINS (I-180) sign may be installed at the point on the roadway where maintenance becomes the responsibility of the Department of Transportation and Public Facilities.

The STATE MAINTENANCE ENDS (I-181) signs may be installed at the point on the roadway where maintenance becomes the responsibility of another agency or private party.

**Standard:**

**The I-180 and I-181 signs shall be installed on the right at the maintenance area boundary.**

**Section 2S.03      Slow Vehicle Turnout Signs (I-120, I-121, and I-122)**

**Guidance:**

The SLOW VEHICLE TURNOUT (I-121) and the SLOW VEHICLE TURNOUT XXX FT (I-122) signs should be used to indicate the location of turnouts provided primarily for slow-moving vehicles that impede traffic on two-lane rural highways.

The SLOW VEHICLES USE TURNOUTS NEXT XX MILES (I-120) should be used in addition to the other signs when multiple turnouts are available within a section of highway.

**Standard:**

**These signs shall only be used to indicate turnouts to the right.**

**Option:**

NO PARKING (R8-3) signs may be installed within the turnout.

**Section 2S.04      Watchable Wildlife Sign (D7-RG-1000)**

**Option:**

The WATCHABLE WILDLIFE (R7-RG-1000) sign may be used to direct motorists to watchable wildlife sites identified in *Alaska's Watchable Viewing Guide*. Sites must be accessible to the motoring public and have a safe traffic pullout.

**Standard:**

**On state highways, the regional traffic engineer shall approve identified watchable wildlife sites before they are signed.**

**The signs shall not be mounted on the same post as regulatory or warning signs.**

**Guidance:**

The WATCHABLE WILDLIFE signs should follow the guidelines for D9 series signs. See Section 2D.44 of the ATM.

Option:

The WATCHABLE WILDLIFE signs may be installed on the same post as guide, recreational, general service, and similar signs.

#### **Section 2S.05      Speedometer Check Station Signs (I-140, I-141B, I-141E and I-142)**

Option:

Where appropriate, a measured distance (third order accuracy) may be signed on a generally straight roadway section to allow motorists to check odometer accuracy.

Guidance:

The measure section should be at least 5 miles in length. The SPEEDOMETER CHECK STATION AHEAD (I-140) sign should be located 1,500 feet in advance of the BEGIN CHECK MILE 0 sign (I-141B). The MILE 1 through MILE 4 (I-142) signs should be located at the 1-through 4-mile marks, followed by the END CHECK MILE 5 (I-141E) sign.

#### **Section 2S.06      Customs Station Signing (D-102, D8-103, D8-104, and R13-103)**

Support:

The general concept for Customs Station signing is similar to weigh station signing (see Sections 2D.43 and 2B.51h of this *Alaska Traffic Manual Supplement*).

**Standard:**

**CUSTOMS STATION (D8-102 through D8-104 and R13-103) signs shall take precedence over all service and information signing. The following four signs shall be installed in sequence toward the facility on all classes of highways:**

- A. CUSTOMS 1 MILE (D8-102)**
- B. ALL VEHICLES STOP AT CUSTOMS (R13-103)**
- C. CUSTOMS 1000 FT. OPEN/CLOSED (D8-103)**
- D. CUSTOMS (Arrow) D8-104R or L**

#### **Section 2S.07      FIRE HYDRANT Sign (M12-1)**

Option:

The FIRE HYDRANT (M12-1) sign may be used to mark hydrants that are hard to see. A number sequence as designated by the local fire department may be included on the sign.